


City of Alexandria, Virginia

MEMORANDUM

14
12-11-01

DATE: DECEMBER 7, 2001

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER 

SUBJECT: CONSIDERATION OF INTERIM CLOSING OF SOUTH ROYAL AND SOUTH STREETS, FROM JONES POINT DRIVE TO SOUTH WASHINGTON STREET

ISSUE: City Council consideration of a proposal to close South Royal Street from its intersection with Jones Point Drive to its intersection with South Street, and to close South Street (a private street with a public right-of-way easement) to through-traffic from South Royal Street to South Washington Street, until Council consideration of an application for the formal vacation of these rights-of-way.

RECOMMENDATION: That City Council:

1. Receive this report on the proposed closing of South Royal and South Streets, including a map showing the area affected by the proposed closing (Attachment 1), and schedule a public hearing on the proposed closing for Saturday, December 15; and
2. At the conclusion of the public hearing, approve the closing, to be effective on Saturday, December 29, and to continue until Council consideration of an application for the formal vacation of these South Royal Street and South Street rights-of-way, and authorize the Director of Transportation and Environmental Services to take such actions as are necessary for the orderly implementation of the closing.

The Traffic and Parking Board, at its November 26 meeting, voted 6 to 1 to support the proposed closing and recommended the City continue to examine the potential impacts (Attachment 3).

BACKGROUND: Originally, South Street was constructed as a private road providing access to the Hunting Towers apartment complex from both South Washington Street and South Royal Street. In the late 1950s, acquisition of right-of-way for the Capitol Beltway displaced the eastern portion of South Street, requiring that it be rebuilt on an alignment paralleling the Beltway and intersecting with South Royal Street just to the south of the Woodrow Wilson

Bridge. The existing alignment of South Street is limited by (1) a narrow right-of-way with a retaining wall on one side and parking garage on the other, (2) a 90 degree turn where it intersects with the pre-Beltway South Street construction, (3) on-street parking, and (4) severely restricted sight distance at the bridge abutment. In spite of its relatively poor geometrics, South Street has, over the years, attracted “cut through” traffic seeking access between Old Town and the Mount Vernon section of Fairfax County and thereby avoiding the congestion on South Washington Street.

Reconstruction of the Woodrow Wilson Bridge and the associated widening of the Capitol Beltway requires acquisition of an additional 150 feet of land to the south of the existing Beltway. One of the three Hunting Towers apartment buildings and the two nearby office buildings and two parking structures will be demolished. Widening the Beltway will eliminate about sixty percent of the existing South Street, and will require the redesign of the entire area between the enlarged Beltway and remaining Hunting Towers buildings.

During the past year, the Woodrow Wilson Project Team, with input from City staff, has studied the feasibility, at the conclusion of the bridge project, of restoring South Street to a configuration that would allow it safely and efficiently to handle the growing volume of cut-through traffic that utilizes the street. The study led to the conclusion that, because of the widened Beltway, South Street would be too narrow to qualify as a public right-of-way or to safely accommodate a significant volume of through traffic, and thus needed to be closed to through traffic. The closing of South Street was originally planned to occur next Spring, which was based upon the timing of the demolition of the Hunting Towers and other buildings, and the relocation of many underground utilities.

However, as outlined in the attached November 13 memorandum to Council (Attachment 2), in the aftermath of the September 11 terrorists attacks, the Woodrow Wilson Project Team, based upon a security analysis conducted by the Bridge Team and reviewed by Department of Defense personnel, requested that the City approve the immediate closing of South Royal Street under the bridge, along with South Street, on an interim basis, until the Project could obtain the formal vacation of these public rights-of way. (The Project Team intends to initiate the formal vacation process, which will take approximately three months, early in 2002.)

DISCUSSION: To assess the impacts of the proposed closing of South Royal and South Streets, City staff have conducted a traffic study, undertaken an analysis of traffic impacts, met with representatives of St. Mary’s School on several occasions, and docketed the proposed closing for the Traffic and Parking Board. Below is a summary of the results of staff’s actions, and the reasons for and impacts of the proposed closing.

Current Traffic Conditions

1. Current weekday traffic on average is 3,500 vehicles on South Street and 3,830 vehicles on South Royal Street just south of Green Street.

Twenty-four hour, two-directional traffic counts were taken from 10:00 a.m. Tuesday to 10:00 a.m. Wednesday on November 13 and 14, 2001. These counts were taken at two locations on South Royal Street, one just south of Green Street and the other just south of Jones Point Drive. On these dates, St. Mary's School was in session, the bridge construction site was active and the City's remote parking facility had been moved from under the bridge to the Hunting Towers area. The counts showed a daily volume of approximately 3,500 vehicles using South Street and approximately 3,830 vehicles using South Royal Street south of Green Street.

2. The preponderance of traffic currently using South Royal and South Streets is southbound traffic, which reflects the southbound evening congestion (5-6 p.m.) on South Washington Street.

Southbound traffic peaked between 5:00 and 6:00 p.m. with 700 vehicles south of Jones Point Drive. The northbound peak hour, between 8:00 and 9:00 a.m., was approximately 400 vehicles. The morning peak period (approximately three hours) was shorter in duration and included fewer total vehicles than the evening peak (approximately four hours).

3. The effect of St. Mary's School traffic could not be readily distinguished during the morning peak period in either direction, but is clearly evident in the afternoon off peak.

There is a mid-afternoon, two-directional traffic increase associated with the 3:00 p.m. dismissal of St. Mary's students. Cars arrive between 2:30 and 3:00 p.m., form a queue, and then pick-up children and depart between 3:00 and 3:30 p.m. The volume of traffic in the northbound direction along South and South Royal Streets between 3:00 and 4:00 p.m. is 50 to 100 percent greater than the hourly average between 11:00 a.m. and 2:00 p.m.. In the southbound direction, there is a less obvious early buildup to the evening peak period starting at 2:00 p.m. Although not specifically identified, the traffic counts support an estimate of 130 to 150 vehicles in the afternoon on South Washington Street south of South Street, which are destined for St. Mary's School, with about one-third of these using South Street. In the morning peak hours, approximately 70 to 90 vehicles are estimated to utilize South Street to access St. Mary's School.

Traffic Impacts

The closure of South Royal and South Streets to through-traffic will have the following traffic impacts:

1. Removal of through-traffic will improve conditions for residents of Hunting Towers, pedestrians and recreational users.

South Street is a narrow and constrained road on a private right-of-way running through the Hunting Towers apartment complex. There is substantial pedestrian traffic through the area, particularly during peak commuting hours when residents are walking between the apartment buildings and various parking areas. There is also a considerable movement of pedestrians, joggers and cyclists along this link in the Mount Vernon Trail.

2. Turning movements at the South Street intersection with South Washington Street will be reduced by 80 to 90 percent.

This will eliminate this intersection as a cause of traffic delay on South Washington Street. However, delays for both northbound and southbound traffic will continue to occur on South Washington Street at Green Street. In the morning peak hour, the additional right turning volume at Green Street is estimated to be approximately 90 vehicles.

3. In both the morning and evening peak periods, traffic volumes on South Royal Street will be lower.

Traffic volumes, and the associated pedestrian conflicts and traffic noise, will be reduced for several blocks on South Royal Street due to the closure.

4. Traffic will increase on the east-west streets east of South Washington Street between the Beltway and King Street.

An estimated 90 to 95 percent of the traffic that now uses South Street in the morning will likely use one of the east-west streets north of the Beltway to reach the most favorable north-south street for continuing the trip. Distribution of this traffic to the several alternative streets will vary by time of day and direction of travel. For example, Green Street will likely carry almost all of the former South Street traffic that is destined for St. Mary's School, and other traffic will avoid Green Street during the periods of heavy school traffic. Additionally, former South Street traffic will tend to avoid Franklin Street eastbound (in the morning) and Gibbon Street westbound (in the evening) because these streets are already heavily traveled due to their connection to Route 1.

Overall, staff estimates that former South Street traffic will be distributed as follows:

Green Street	25 percent
Jefferson Street	25 percent
Franklin Street	20 percent
Gibbon Street	20 percent
All other streets	10 percent

The redistribution of traffic to these streets is unlikely to adversely affect the Old Town urban grid system. Levels of service and vehicle delays are not likely to be noticeably changed. The effect on the Washington Street corridor will be small as the redistribution of traffic occurs on a corridor that already is constrained. Washington Street currently operates at a level of service "E" during rush hour.

5. Traffic associated with Saint Mary's School, during the morning peak and the afternoon dismissal, will be concentrated on Green Street.

South Street is used by vehicles traveling to and from St. Mary's. Based upon recent roadway counts and school provided data, approximately 90 such vehicles use South Street in the morning and approximately 70 - 90 use the street in the afternoon during the school pickup hour. These vehicles use South Street to travel to and from the school; they do not use it to queue prior to picking up students in the afternoon.

In the morning, the vast majority of the St. Mary's traffic that now uses South Street will travel north on South Washington to Green Street, and then head east on Green to drop off a child at the school entrance. In the afternoon, this former South Street traffic will head eastbound on Green Street to South Royal Street to join the pick-up queue that forms on South Royal Street and along Jones Point Drive. City staff have discussed procedures with St. Mary's School that, we believe, will allow for a more orderly morning drop-off of children, and the afternoon queuing of vehicles on South Royal and other streets. (A presentation of these procedures will be given during the hearing on December 15.) Six field reviews indicate that the morning and evening congestion on Green and South Royal are largely the result of parents stopping vehicles in the travel lanes to drop off children or to merge in the queue mid-stream. The proposed closing of South Royal Street will actually lessen the interference with the afternoon queue formation and associated turning movements on that street. (Further discussion on St. Mary's occurs below.)

6. The volume of traffic that is diverted from South Street will increase the volume of traffic traveling on South Washington Street in both the morning and evening.

The effect of this traffic will be most noticeable in the evening peak period when there is heavy southbound flow of traffic on South Washington Street. Southbound traffic on South Royal Street will seek to distribute itself among the east-west streets that lead to South Washington Street. Typically, this traffic tries to pick the street with the shortest queue at South Washington Street, avoiding Gibbon Street because of the heavy through movement to Route 1. During the morning peak, northbound traffic seeking an alternative to South Washington Street will tend to turn right on Jefferson, Gibbon and Wilkes Streets, avoiding Green Street because of the school traffic and Franklin Street because of relatively heavy traffic coming from Route 1. City traffic engineers are studying traffic signal timing refinements to facilitate the flow of traffic on South Washington Street, so that queues on cross streets will be shorter. By improving the traffic throughput on South Washington Street and reducing the green time allocated to side streets during the evening peak period, the side streets will achieve better utilization of green signal phases and overall delay will be reduced.

Security Impacts

1. The closing of South Royal Street will reduce somewhat the possibility of an attack that is staged from underneath the bridge and that would threaten the surrounding community.

The Woodrow Wilson Bridge Project, in consultation with the Department of Defense, have identified areas of risk where they believe that a truck bomb or similar device could be driven in

a vehicle under the Woodrow Wilson Bridge and detonated, causing major damage to the bridge and to a key East Coast transportation corridor. The closing of the area under the bridge and in Jones Point Park, and the removal of parking under the bridge, has already been undertaken. The closing of South Royal Street under the bridge will complete the goal of securing the area under the bridge in Alexandria.

Impacts on St. Mary's School

St. Mary's School serves a community that includes Alexandria and an extensive area of Fairfax County. The school has experienced continuing growth in enrollment over several decades, with much of the growth coming from areas south of the City. Enrollment today is approximately 750 students, about 65 percent of whom live in the residential communities bounded by the Potomac River, Fort Belvoir, Route 1, and Alexandria. As the school enrollment has grown, problems of student access and traffic congestion have developed. In particular, a slowly moving queue of cars waiting to discharge students develops each morning on Green Street, and in mid-afternoon, cars queue up to wait for students to be dismissed from school. Both of these queues conflict with through-traffic and pose potential hazards that have been a concern to the school staff, the neighborhood and the City.

1. The closing of South Royal and South Streets will increase the number of cars that travel on Green Street each morning.

An estimated 65 percent (or about 90) of the cars from the south that deliver students to St. Mary's now use South Street to reach the school. When South Street is closed, these cars will stay on Washington Street to Green Street, and will increase the traffic traveling eastbound on Green Street toward the school. In their discussions with St. Mary's, City staff have proposed a way of handling the increased Green Street morning traffic resulting from the closure of South Street. Several of the staff's proposals expand the drop-off area and contain a procedure that should increase the rate at which cars can discharge their passengers and leave the queue. As described above, the present drop-off operation is not optimal. Under this strategy, all cars will approach the school with the drop-off area on their right side, minimizing left side drop-off and the number of children who need to walk across Green Street to access the school.

2. In the afternoon, queuing space for St. Mary's cars can be increased.

Approximately six weeks ago, afternoon queuing access for St. Mary's cars to Jones Point Drive became somewhat limited due to bridge-related construction activities. As a result, St. Mary's began to experience some parking and queue management problems. (These problems are not related to the closure of South Royal or South Street.) Staff have proposed to restore the prior queue configuration for St. Mary's and have presented alternate proposals which would have vehicles queue on both sides of South Royal Street, on Green Street, and along Jones Point Drive. These proposals will provide sufficient queuing spaces for the vehicles arriving at St. Mary's in the afternoon to pick up children. Under these proposals, cars leaving the St. Mary's

play area with students will be encouraged to proceed north on South Royal Street to Jefferson Street in order to avoid interference with the car queue. Since there will be no through-traffic on South Royal Street, it is expected that this afternoon queue will be safer and somewhat faster in that it allows parents to stop mid-street in a through lane to drop off the school children. This operation is not only putting students at risk in the middle of the street but also presently causes delays to advancing vehicles.

Traffic and Parking Board Action

On November 26, the Traffic and Parking Board considered the issue of closing South Royal Street under the bridge and South Street from South Washington Street to South Royal. The Board acknowledged the urgency of the closure, but urged staff to provide careful planning and specific measures to minimize the adverse effect of this action. Several speakers representing St. Mary's School were critical of the impacts that would accrue to the school and cited the need for more time to develop mitigating procedures. One representative of the Yates Gardens Civic Association supported the reduction in traffic on residential streets. The Board voted to support the proposed closing by a vote of 6 to 1 (Attachment 3).

Implementation of the Closing

If the proposed closing is approved, South Royal Street will be closed to traffic by erecting barriers beneath the parapet of the existing bridge. Provisions will be made for the passage of pedestrians, bicycles and emergency vehicles. The South Royal Street intersection with Jones Point Drive will remain open to continue to provide access to Jones Point Park. The closing of South Street to through-traffic will not, of course, prevent vehicles from continuing to access the parking lot behind the Hunting Towers complex from South Washington Street.

The requested effective date for the closing of South Royal Street and South Street is Saturday, December 29, 2001. This will allow for a two-week period during which South Street users will be notified, by variable message signs and public announcements, of the impending changes in traffic patterns. Concurrently, staff will work with St. Mary's School to assure the timely notification of parents and car pool drivers about changes in routing and the procedures for delivering and picking up students. One of our objectives is to work with St. Mary's School to distribute the revised instructions to St. Mary's parents before the beginning of the holiday break and to have the instructions in effect before the students return to school in January. In addition, civic associations will be asked to notify their membership so that occasional users and people who might be affected otherwise by the change in traffic patterns will be aware of the street closing.

FISCAL IMPACTS: The proposed elimination of through-traffic on South Street and the closing of South Royal Street south of Jones Point Drive will be treated as a routine activity of the traffic engineering and street maintenance divisions. No unusual or extraordinary costs are associated with this activity. Actual costs for barricades, signing and similar measures will be shared with the Woodrow Wilson Bridge Project.

ATTACHMENTS:

1. Location Map
2. Memorandum to Council, November 13, 2001
3. Traffic and Parking Board Minutes, November 26, 2001

STAFF:

Richard J. Baier, Director, Transportation and Environmental Services
Douglas McCobb, Deputy Director, Transportation and Transit
Emily Baker, City Engineer
Bob Garbacz, Division Chief, Transportation
Reed Winslow, WWB Project Coordinator

LOCATION MAP



City of Alexandria, Virginia

MEMORANDUM

DATE: NOVEMBER 13, 2001

TO: THE HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL

THROUGH: PHILIP SUNDERLAND, CITY MANAGER *PS*

FROM: RICHARD J. BAIER, P.E., DIRECTOR
TRANSPORTATION & ENVIRONMENTAL SERVICES *R. Baier*

SUBJECT: WOODROW WILSON BRIDGE SECURITY ISSUES

We want to update you on a number of matters affecting Jones Point Park, and the Woodrow Wilson Bridge (WWB) Project's plans for the future of the park.

The events of September 11 have caused many changes in our lives and outlook. Over the past eight weeks, we have come to realize that public works structures may be vulnerable and that our country has hundreds of potential terrorist targets. The Woodrow Wilson Bridge has been identified as such a target by the WWB project team. The thinking about the Woodrow Wilson Bridge and its replacement has been transformed as radically as our nation's feelings of complacency and safety. Its destruction would have immediate disastrous effects on the economy of the metropolitan area and the entire eastern seaboard region.

To meet this threat, we are working with the WWB project team and their sponsors, first to increase the security of the existing bridge, and later, to rethink the design of the future bridge. After meetings that included the region's police and incident response representatives, as well as key people on the project staff and in the City's Police, Fire, General Services, Parks, Recreation and Cultural Activities and Transportation and Environmental Services Departments, and after consulting with Federal authorities, the project team announced a number of security measures to be implemented on an expedited schedule. The project requested that the City relocate the remote parking facility from beneath the bridge and that South Royal Street be closed to traffic where it passes under the bridge. The City agreed to this parking relocation. The remote parking site was moved to the Hunting Towers area and all permit holders were notified about the new location, which was effective Monday morning, November 5.

The City advised the project that, before South Royal Street could be immediately closed at the bridge, we would need to determine the amount of traffic which uses that portion of South Royal, and the impacts that would follow from the closing of the street, and we would need to provide

sufficient notice of the closing to the public. We requested that the project perform turning movement and hourly vehicle counts, but we eventually performed the counts ourselves to expedite the data collection.

I should note that, for several months prior to September 11, there was a discussion initiated by the project (and wholly unrelated to security) regarding the permanent closing of all of South Street and the portion of South Royal Street between the entrance to Jones Point Park and South Street (i.e., the portion of South Royal under the bridge). Working with the project, the City had determined that continuing through-traffic in this area was not consistent with the optimal reconfiguration of the Hunting Towers parking and access. The permanent closing of South Street and the portion of South Royal under the bridge was expected to occur around April 1, 2002, on a schedule that meshed with the plans to demolish buildings and to begin utility relocations along South Street. Also, the closing would follow the project pursuing the vacation process through the Planning Commission and City Council.

The immediate closure of South Royal Street under the bridge obviously will have some traffic impacts. Traffic counts undertaken on November 6 and 7 reveal about 200 vehicles (two-way traffic) per morning peak hour and about 700 vehicles (two-way traffic) in the evening peak hour travel on South Royal Street at the bridge. In reviewing these counts, roadway capacity and circulation patterns, we do not anticipate that the closure of South Royal under the bridge (and the natural re-routing of traffic to other streets) will cause measurable congestion and/or delay on other streets.

The closing will require parents who now travel to St. Mary's school from south of the City to avoid South Street, and to approach and depart from the school along Green Street. This may have caused a slight inconvenience to these parents. The Manager and I met with St. Mary's representatives today and discussed the rerouting of school traffic that has been caused by alternations to Jones Point Park Road (as well as construction and noise impacts). It is not anticipated that the closing of South Royal Street under the bridge will have any significant impacts on St. Mary's.

Staff will present an assessment of the impacts of the closing of South Royal under the bridge to the Traffic and Parking Board on November 26. We will present the matter to you at the public hearing on December 17. Any decision to now close South Royal under the bridge will be preceded by press releases and public notices to residents and businesses. Variable message signs also will be used to alert drivers that South Royal will be closed under the bridge starting on a specific date. The City has insisted to the project that a deliberate, carefully developed closure is needed to avoid unnecessary traffic confusion and hazards.

Meanwhile, the WWB Project, with the assistance of the Department of Defense, is undertaking a threat assessment which will guide future decisions affecting the use of the area beneath both the existing and the proposed Woodrow Wilson Bridges, as well as the future development of Jones Point Park. Construction of the interim soccer fields, to the north of the current bridge, which

was planned for the spring of 2002, has been deferred. An interim parking lot located near the soon to be demolished Seaport Foundation building will be built by May. Remote parking will be shifted to this lot so that demolition can proceed in the Hunting Towers area. The existing soccer fields, south of the bridge, will be retained with minor adjustments to avoid interference with the new bridge construction until a decision is reached regarding the construction of the interim fields.

The design of improvements for Jones Point Park is now at the 65% complete stage. Work on these plans has been suspended until the results of the threat assessment are available, probably in six months to a year. The extent of the changes that will be necessary is unknown at this time. The current plans have major improvements under the bridge, including a relocated Jones Point Drive, new parking, a restroom and park maintenance building, ball courts and a recycling station. It is possible that all or many of these elements of the overall park development plan will need to be relocated, depending on the findings of the threat assessment.

If you have any questions regarding the above, please give me a call ((703) 838-4966).

BOARD ACTION: Mr. Gonzales made a motion, seconded by Mrs. Burns to approve the staff recommendation. The Board voted unanimously to approve the staff recommendation.

8. **PUBLIC HEARING:** Request for a "No Parking" sign at the parking space between the driveways at 3121 Colvin Street and 3127 Colvin Street.

BACKGROUND: There is one parking space between these two driveways and large trucks making deliveries cannot back into the driveways to load or unload.

STAFF RECOMMENDATION: Staff recommends approval of the request.

BOARD ACTION: Mr. Ty Akbasli spoke in favor of the request. Mr. Laychus made a motion, seconded by Mr. Johnson to approve the request. The Board voted unanimously to approve the request.

9. **PUBLIC HEARING:** Request for installing "No U Turn" signs going east and west on West Braddock Road at the junction to both lower and upper parking lots at Minnie Howard School 3801 West Braddock Road. This is a request from the Principal at Minnie Howard School.

BACKGROUND: Many vehicles are making u-turns at these two sites.

STAFF RECOMMENDATION: Staff recommends approval of the request.

BOARD ACTION: Mr. Johnson made a motion, seconded by Mr. Laychus to approve the staff recommendation. The Board voted unanimously to approve the motion.

10. **PUBLIC HEARING:** Request for a traffic signal at the intersection of North Patrick Street and Oronoco Street.

BACKGROUND: The warrants for the installation of a traffic signal are satisfied in accordance to the Manual on Uniform Code Traffic Control Devices. The Inner City Civic Association requested a traffic signal at this intersection.

STAFF RECOMMENDATION: Staff recommends that the request be approved.

BOARD ACTION: Lee Roy Steele, Cammille Leverett, David McCreedy, Jesse Jennings, Paul Loeser and Marcia Feldman spoke in favor of the request. Kevin DeBell spoke in opposition to the request. Mr. Johnson made a motion, seconded by Mr. Laychus to approve the request based on environmental issues, i.e., noise and air quality. The Board voted 5-2 to approve the request. Mr. Ruggiero and Ms. Burns voted no.

11. **PUBLIC HEARING:** Request to close South Royal Street and South Street to through traffic from Jones Point Drive to South Street. South Street will remain open as a private access road for the Hunting Towers Complex.

BACKGROUND: This is necessary due to the construction of the new Woodrow Wilson Bridge. Access to all of the Hunting Towers parking lots will be maintained.

STAFF RECOMMENDATION: Staff recommends that the request be approved.

BOARD ACTION: Gene McCormick, Renaldo "Nick" Nicholson and Theresa Miller spoke in favor of the request. Christopher Bahret, Jay Siegfried, Dan Haas, James McAndrews, Thomas Fadoul, Jr., Terri Belleher, Jessica LeFerve, David Patalita and Roger Furey spoke opposed to the request. Mr. Ruggiero made a motion, seconded by Laychus to approve the staff recommendation. The Board voted 6-1 to approve the motion to recommend that City Council consider the request. Ms. Burns voted no.

12. **PUBLIC HEARING:** Request to designate Jamieson Avenue instead of Ballenger Avenue as the permit parking zone in the vicinity of the Federal Courthouse that was established for jurors and witnesses.

BACKGROUND: Several months ago the Board approved Ballenger Avenue as the permit parking zone for jurors and witnesses. In November Ballenger Avenue will be closed for the construction of the Patent and Trademark Office Building. Jamieson Avenue will be used for parking during the construction of the PTO.

STAFF RECOMMENDATION: Staff recommends that the request be approved.

BOARD ACTION: Betsy Paret spoke in favor of the request. Alan Rudd, Bill Harvey, Allen Kamerow, Motron Cohen, Joan McAllister, Coy Harris, Sam Biggs, Martin Baskin, Joni Stutman, Sara Harris and Sal Gambone spoke in opposition of the request. Ms. Burns made a motion, seconded by Mr. Johnson to defer this request and for staff to review a change in the location from Jamieson Avenue to Mill Road for juror and witness parking. The Board voted unanimously to defer the request.

13. **PUBLIC HEARING:** Request to remove five parking spaces on the north side of Braddock Road at Commonwealth Avenue and to remove six parking spaces on the south side of Braddock Road at Commonwealth Avenue.

BACKGROUND: This will create two westbound lanes on Braddock Road as you approach the traffic signal on Commonwealth Avenue. The right lane will be right turn only and the left lane will be through and left. Two approach lanes will improve the capacity and safety at this intersection.

STAFF RECOMMENDATION: Staff recommends that the request be approved.

BOARD ACTION: Mr. Johnson made a motion, seconded by Mr. Laychus to approve the staff recommendation. The Board voted unanimously to approve the motion.